

clared that the main question in controversy is not arbitrable, and has publicly gone to the country on the issue, and has told the railroad managers that the responsibility for the strike is on them. This question will rest not upon him, but upon them.

"No men ever were subjected to greater strain," he said, "than those who change the present status. They have not initiated any controversy. It is initiated by the best paid of railroad operators, who are in no way suffering. The time of an election has been chosen. They are threatening to enforce their claim by general paralysis, and yet upon this state of facts and the premise that society has placed the question of an eight hour day with a ten hour compensation beyond arbitration these men are freed from responsibility for a strike on this issue and the railroad managers are put really in the attitude of aggressors."

"Now that the question of society and the eight hour day has been decided, and by such high authority, the people of this country, before this issue is decided on this premise, will want to know how far reaching it is. Has society definitely confined it to certain hours or classes or is it based on a principle which if accepted will extend it over the entire field of labor? Will it apply to all employees of railroad and other public utilities? If so the cost must be considered. Shall it apply to all manufacturing operatives? If so, how will it affect our foreign competition, especially in the war is over? Does it apply to domestic servants and farmhands? If not, then upon what principle is the differentiation?"

The President's declaration challenges the immediate thought of the country. Its soundness must be tested. If true, the people should not be misled from the reality of the situation. It should not be accepted as a basis for determining this great controversy, so pregnant with consequences."

New Threatened Revolt.

Railroad presidents also condemned Mr. Wilson's stand. The following statement was issued to-night by Hale Holden, president of the Chicago, Burlington and Quincy:

"The railway executives who have met here at the request of President Wilson are proceeding as rapidly as practicable with their work. It must be understood, however, that the problem with which these men are wrestling is the most important and delicate one presented to any body of men in the industrial history of the country. They cannot therefore, consistently with their duty to the stockholders, the employees of the public, reach a final conclusion regarding what action they should take without much discussion, study and delay."

"If our deliberations seem to proceed slowly it is due to the facts mentioned. For us to act hastily would be a betrayal of the great trust reposed in us by all the parties concerned and most of all to the public."

The apparent failure of the executives to arrive at a solution of the problem was not received with equanimity by the 600 brotherhood delegates, who are growing impatient over the delay. At a meeting to-day delegates of the Brotherhood of Railroad Employees, the Brotherhood of Locomotive Engineers, the Brotherhood of Railway Carmen, and the Brotherhood of Trainmen, proposed that the delegates go home and leave the heads of the four brotherhoods to arrange a strike. Thomas Donahue, an Albany, N. Y., chairman, led the revolt. In the uproar that followed the meeting was adjourned by the cooler heads before a formal motion to precipitate a strike could be made.

A statement made by President Ripley of the Santa Fe in effect charged that the employees were demanding an actual eight hour day. "If that is what they want," Mr. Ripley said, "I will take off my coat and put in my best ticks for their cause."

Recruitment Apparent.

Although the executives are trying to devise a plan for putting an eight hour day into effect, they are also recruiting for the war effort. The latter movement over what they regard as the betrayal of the principle of arbitration by the most conspicuous aspect of the controversy. So far as can be learned President Wilson did not, at least, devote much time to an effort to induce the employees to submit their case to an impartial tribunal. He has, however, the eight hour day demand as having the sanction of society, putting himself in the place of arbitrator. This is the view generally held among the railroad officials.

There is further evidence that the public is declaring its adherence to the principle of arbitration, and in this respect is sustaining the position taken by the railroad officials. Letters and telegrams from all parts of the country are coming to the executives, urging them to hold out for this principle. Many of these are from shippers, who foresee in the granting of the eight hour day another increase in freight rates. The United States Chamber of Commerce, through its president, R. Goodwyn Rhett, to-day joined those who are appealing to the President for arbitration. "It is inconceivable," says the Chamber of Commerce message to the White House, that they (the employees) should refuse to grant a request or demand from the head of the government to submit their differences to the investigation and subsequent judgment of a competent and properly constituted commission or tribunal."

The conference committee of railway managers, which was eliminated from the controversy by the President's summons of the executives, has been reconstituted to occupy a dominant position. The railroad executives, who are attempting to find a practicable working basis for putting the eight hour day into effect, find it necessary to refer their suggestions to the managers, who are the active operating heads of the railroads. It is for the managers to decide whether the scheme proposed is feasible. So far as can be learned, many suggestions made by individual presidents or executives have met their approval.

Time Needed for Task.

The prospect is that a final plan will not be formulated for several days. The conditions which must be met on railroads in different sections of the country vary to such an extent that it is a huge task to meet the views of all the railroad heads. A plan which might meet with the approval of Western executives, where the distances are great and the traffic proportionately light, will not be acceptable to the Eastern executives, where the haul is relatively short and the tonnage great. To reconcile these differences is the most important task of the conference. It is the hope of the conference that a plan that will be generally satisfactory can be found.

Three of the important Western executives made statements to-day more or less defiant in tone. These were Louis W. Hill of the Great Northern, E. P. Ripley of the Santa Fe and Julius Kruttschnitt, chairman of the Southern Pacific.

Mr. Hill said there are now 5,000 idle cars on the Great Northern, and that conditions will be worse because of a partial stoppage of the railroads. "Such an extra burden of expense as is contemplated by this eight hour demand," he said, "would not only cut off all possibility of the railroads doing business, but would throw a number of the Western railroads into receivership and cripple their usefulness to the territory they serve. This is a hindrance to the development of the country which ought not even to be seriously considered as a possibility."

President Ripley said: "There would be no trouble about granting the train service employees an eight hour day of eight hours work. A good many people have often argued to the brotherhood leaders in the belief that the latter are fighting to establish the principle of the eight hour day. Speaking for myself, I do not believe it is true. If the brotherhoods would indicate that they are willing to work eight hours for a

day's pay this controversy could be settled in twenty minutes.

"What the brotherhood leaders have done to the public is not in tune with the demands of the people," he said. "The committee. They tried to give the public to understand that they were endeavoring to establish a principle of eight hours work. If the managers committee they demanded pay for eight hours for work done in less than that time—seven, six, five, and so on. They made it a principle with time and a half for service performed after eight hours."

"The 'brass tacks' of the situation is that the men are demanding for an eight hour day of eight hours work and I will take off my coat and put in my best ticks for their cause."

Mr. Kruttschnitt takes much the same view as President Ripley and asserts that the employees do not demand an actual eight hour day but an increase of wages which will enable them to live. According to the eight hour plan of the employees, he asserts, no one would work more than eight hours for a day's wages, while those who would work less than eight hours would be paid for a day's work.

Elisha Lenz, chairman of the committee of the railroad executives, said to-day that the railway officials have modified their estimates of the cost of the eight hour day. The original estimate of the cost of the eight hour day was \$100,000,000 a year in wages. The concession proposed by President Wilson calls for a \$100,000,000 a year increase in the wages of the employees. Lenz said that the concession proposed by President Wilson calls for a \$100,000,000 a year increase in the wages of the employees. Lenz said that the concession proposed by President Wilson calls for a \$100,000,000 a year increase in the wages of the employees.

Some of the messages received by the railroad executives to-day follow:

Chicago, Aug. 23.—The Chicago, Burlington and Quincy Association, which is a copy of the following telegram, which was sent to all members of the association:

"A current of the part of the railroad presidents to the demands of the President would mean an increase in freight rates estimated at more than \$100,000,000 a year. The argument is being used at Washington that the shippers will have to pay the bill. Please wire Mr. Hale Holden, chairman of the Chicago, Burlington and Quincy Association, to stand for arbitration. Recession means disaster as well as defeat."

Why should the shippers, whose men work for the railroad, pay a day's pay increase of over one hundred million dollars a year in freight rates to satisfy 18 per cent of the railway employees of the United States? Why should the shippers, who are the backbone of the country, be asked to pay a day's pay increase of over one hundred million dollars a year in freight rates to satisfy 18 per cent of the railway employees of the United States? Why should the shippers, who are the backbone of the country, be asked to pay a day's pay increase of over one hundred million dollars a year in freight rates to satisfy 18 per cent of the railway employees of the United States?

NEW RAFF CASE CONFESSION.

Participant Reveals Names of Those Who Procured Murder.

The identity of some of the men who procured the murder of Barnet Raff has been revealed by Giuseppe Zafarone, according to Assistant District Attorney O'Malley. Zafarone, who is charged with the murder of Raff, confessed to the killing of the poultry dealer so far as he knew it.

SPIES BUSY IN NAVY WAR GAME.

All Coal Piers at Norfolk Theoretically Destroyed.

WASHINGTON, Aug. 23.—The "enemy" fleet of battleships under command of Admiral Mayo, which is theoretically attacking the Atlantic coast and endeavoring to land an invading army at some hidden point, has not been located by the defending fleet, according to reports received by the Navy Department.

A highly important development in the war game was announced by Rear Admiral Benson, chief of naval operations, who said that spy working for the invaders had set fire to all the coal piers at Norfolk.

TO REOPEN WAR ON PEARY.

Crocker Land Claim to Be Used Against Discoverer of Pole.

WASHINGTON, Aug. 23.—The return of Ensign Fitzhugh Green of the Crocker Land Arctic expedition without proof of the existence of Crocker Land, which had been claimed by the expedition in June, 1908, is expected to be used in an attempt to deprive Peary of the title of Rear Admiral and to cancel his \$8,000 pension. The National Geographic Society, which has signed his intention of carrying the fight even to Peary's claims to discovery of the north pole.

Mr. Hill said there are now 5,000 idle cars on the Great Northern, and that conditions will be worse because of a partial stoppage of the railroads. "Such an extra burden of expense as is contemplated by this eight hour demand," he said, "would not only cut off all possibility of the railroads doing business, but would throw a number of the Western railroads into receivership and cripple their usefulness to the territory they serve. This is a hindrance to the development of the country which ought not even to be seriously considered as a possibility."

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OFFICIAL CHRONICLE OF WAR ACTIVITIES

British Take 200 Yards of German Trenches—French Gain on Meuse.

200 TRENCHES CAPTURED

Austrians, on Stokhod, Repulse Foe: "Thousands Lost" to Russians.

LONDON, Aug. 23.—The British official statement issued to-night says:

South of Thiepval we gained a further 200 yards of a German trench, which has strengthened our line and made our position more secure.

The enemy's artillery, which had been showing much activity, was silenced in three different areas by our counter-battery work of our heavy guns, which appeared to be very effective.

When the weather cleared yesterday evening enemy aircraft, which had displayed untold activity, were engaged in large numbers with our fighters. The fighting was continuous until dusk. At least four hostile machines were destroyed, many others were driven down damaged and apparently out of control. Others were pursued to their aerodromes. We suffered no casualties.

Despite the continual fighting a reconnaissance was completed successfully and bombing raids were carried out against sundry points of importance.

Gained Footing: Dislodged.

The afternoon's announcement follows:

The enemy made two determined counter attacks last night on our new trench south of Thiepval. By the first attack he gained a temporary footing in our trenches, but was driven out immediately. The second attack was repulsed completely. The enemy's losses in these two attempts were heavy.

Last night there was rather more hostile artillery fire, especially in the regions of High Wood and Bazentin-le-Petit.

Opposite Lens we carried out a small raid successfully. On the other parts of the British front there was the usual French warfare.

French Advance Along Meuse.

PARIS, Aug. 23.—The communiqué issued by the War Office this evening says:

North and south of the Somme artillery fighting continued all day, being particularly severe in the sectors of Belloy and Estrees.

On the right bank of the Meuse an attack, brilliantly conducted by our troops against German positions between Fleury and the Thiaucourt Works, resulted in an appreciable advance for us. We also took 200 prisoners.

Admit Slight German Gains.

The afternoon communiqué follows:

North of the Somme the enemy during the night bombarded our first line on our line of communication to the north and south of Maupas. Our artillery replied energetically. The enemy did not follow up his bombardment by an infantry attack.

South of the Somme, after intense artillery preparation, the Germans toward the end of the day made an attack south of Estrees, and west of Fleury, and the Thiaucourt Works, captured on August 21. He gained a footing at some points. There was a fairly active artillery duel in the sector of Belloy, Anzeville and Lihons.

In the Vosges we repulsed by means of grenades a surprise attack against one of our trenches south of Hartmannsweilerkopf. The fired mortar shells killed 100 men in a single volley.

The night was relatively calm on the remainder of the front.

On the Somme front Warrant Officer Dorme brought down his fifth German aeroplane, which fell in the direction of Molins, northeast of Peronne. Four other enemy aeroplanes, fired on by machine guns from our aeroplanes, came down within their own lines, severely damaged.

German Take Trench.

BERLIN (via London), Aug. 23.—The German official statement issued to-day reports as follows:

Between Thiepval and Pozières British attacks were vainly repeated. North of Ovillers fighting continued at close quarters throughout the night. East of Poursieux Wood and near Maurepas enemy hand grenade attacks failed.

The enemy artillery on both sides continued to display great activity. South of the Somme, near Estrees, small portions of a trench in which the French had maintained themselves since Monday have been cleared and our officers and 143 men fell into our hands.

RUMANIA STILL WAITS.

"Will Stay Neutral Until Certain of Decisive Turn in War."

Berlin, by wireless to Saville, Aug. 23.—Rumania has not decided whether she will enter the war, in the opinion of a person characterized by the German News Agency as "a distinguished diplomatist who has been in contact with Rumanian officials." He has been asked in the news agency as to the present situation.

Rumania's attitude is due to her geographical situation. The country is virtually surrounded by belligerents. Rumanian statesmen, therefore, are guided by the desire to spare their country the horrors which would be unavoidable if it was to become a theatre of war.

Since the beginning of the present conflict on the Entente Powers, particularly Russia, have been extremely active in Rumania. The country is flooded with Russian agents and spies of all descriptions. The Entente money has been used to buy Rumanian influence. This situation rendered its height at the beginning of the last Russian offensive.

At the same time the Entente announced that an offensive campaign would be inaugurated on the Macedonian front. A move purely for political purposes. The sudden and successful Bulgarian advance has brought a quick change in the situation, and the Russian offensive also apparently is shelving.

At present Rumania is still undecided. She probably will not give up her attitude of neutrality, which up to the present time has given her an enormous gain in power, unless she believes that the really decisive turn in the war has been reached. Meanwhile, trade relations between Rumania and the Central Powers continue to be normal and active.

SKEFFINGTON SHOT WITHOUT WARNING

Inquiry Shows Three Executed Irishmen Were Denied Time Even to Pray.

DUBLIN, Aug. 23.—An inquiry into the shooting without trial of three men during the rebellion in Ireland last spring was opened to-day in the Four Courts. The cases are those of P. Sheehy Skeffington, Fred McIntyre and Thomas Dickson. The men were put to death at the order of Capt. Bowen-Colthurst, who was court-martialed and found guilty, but insane.

Sgt. Aldridge, who was present at the shooting, testified that the prisoners were not blindfolded or pinioned. They were given no time to say their prayers and to his knowledge they did not know that they were going to their death.

The Attorney-General for Ireland, who appeared, he explained, to "place the material fact, about which there was no controversy, before the commission," the related incidents of the work of the revolution and of the arrest of Skeffington. After his arrest Skeffington, the Attorney-General said, asserted he was not a Sinn Féiner, but was in sympathy with the organization. Later that night he was taken to the guard room by Capt. Bowen-Colthurst, who handed him over to Lieut. Wilson in the street, telling him that if any other soldiers were to shoot the rebels Lieut. Wilson would shoot him.

The next morning, continued the witness, Skeffington and his companions were taken from the guard room by Capt. Bowen-Colthurst, who said: "I am taking out these men to shoot them, as it seems to me it is the best thing to do."

The execution of the three men followed. The Attorney-General added that the men were entitled to a fair trial, which they did not get, they being innocent persons who took no part in the rebellion.

Lieut. Morris testified he arrested Skeffington, who was followed by an excited crowd, as a precautionary measure. Lieut. Leslie Wilson, who was in charge of one of the barracks near Portobello bridge, said that when Skeffington was brought out of the barracks on the night before the execution his hands were tied behind his back and he was taken to the barracks where several shots into the air.

The same witness testified that a boy named Corrie had been shot by Capt. Bowen-Colthurst. The boy, who was suspected of "stealing out of the barracks," gave the Captain an insolent answer and then ran away. Capt. Bowen-Colthurst raised his rifle, intending to hit the boy in the leg, added the witness, but the shot was inaccurate and the boy was struck in the abdomen.

HOW WAR HIT BUSINESS.

Greatest Boom Since April in U. S. History, Official Report.

WASHINGTON, Aug. 23.—How the war has affected the world's business is detailed in a statement compiled and issued by the Department of Commerce for Chairman Simmons of the Senate Finance Committee. The following general conclusions are given:

"In every country, including the United States, there was a decided decline in business activity after July, 1914. The period of business depression lasted from four to six months in most of the neutral countries."

There was a slight depression in business activity in the United States in the latter part of 1913 and early in 1914, but in the spring and summer of 1914 there were signs of recovery. The outbreak of the war, however, caused a decided decline.

"The United States at the close of the period, April, 1916, had entered upon a period of business activity which had no parallel in the history of the country."

Apparently within a few days a great battle of nations is to start. Turkey has sent reinforcements to the Bulgarians, and the Russian line is in the Macedonian front. The Russian and Italian reinforcements should be in position in the allied line within a few days, when all the Allies save Portugal and Japan will be represented on the fighting line.

Another Turkish division will be sent to the Rumanian border, it is said, to make a demonstration there to warn the Rumanians not to make their entry into the war or to permit Russian troops to cross for an invasion of Bulgaria and Serbia from the north.

Now, while discussing the Balkan situation, it is said that the Russian offensive in the Carpathians, which must influence Rumania, is "a very brilliant success." More Russian successes in the Balkans are expected to-night. The Daily News says editorially:

"The situation in Greece, where Greek troops already are actually engaged in fighting with their traditional enemies, the Bulgarians, is rich in possibilities. As to the intentions of Rumania, the German press is authority for the statement that Rumania was definitely joined hands with the Entente Allies and is preparing to give Russian troops passage through her territory. It is difficult to conceive what motive the Germans could have for closing their eyes to a more obvious fact than the belief that it is true."

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WESTFALEN HIT, BUT SAVED, SAYS BERLIN

British Still Claim Big Battleship Was Sunk in North Sea.

LONDON, Aug. 23.—The German battleship Westfalen was hit and slightly damaged on Saturday by a British torpedo, it was admitted in a semi-official telegram from Berlin to-day, according to Reuters' Amsterdam correspondent. The Westfalen, it is declared, continued capable of manoeuvring and will shortly be repaired.

A second torpedo launched against the Westfalen missed the battleship, the message says.

This admission has gratified the British public, as it is a proof that the British were not left at such a disadvantage in the recent naval fighting as appeared from first reports.

The first account of the clash debited Great Britain with the loss of the two light cruisers, Falmouth and Nottingham, as against the destruction of one German submarine and the damaging of another. The fact that Germany withheld the news of some of her losses in her first official account of the Jutland battle is used by the newspapers here as an argument to discount the statements of Berlin.

How the Losses Stand.

The account now stands, as floured on the British side, the loss of the Nottingham and Falmouth, whose crews, however, were nearly all saved, against the certain loss to the Germans of a big battleship damaged and possibly sunk, according to the belief of the commander of the attacking submarine, and one submarine sunk and another damaged.

Denying an official statement from Berlin reiterating that a British battleship was struck by a torpedo in the North Sea, the Admiralty issued the following statement:

"There is not a particle of truth in this fantastic story. No ship was struck except the Nottingham and the Falmouth, whose losses have already been officially announced."

The German official statement telegraphed here to Amsterdam says:

"Regarding the British denial of the German official report that a British battleship was damaged by one of our submarines the following details are now published, based on submarine reports."

"On August 19, in the course of the evening, a submarine met a portion of the British fleet, composed of battleships and battle cruisers, surrounded by a greater number of small cruisers and destroyers. The submarine succeeded in firing a shot at the battleship. The submarine when firing was half submerged and three officers were standing in the conning tower."

Torpedo Set Ship Afire.

"After the torpedo hit a column of fire about twenty metres high and forty metres high arose from the aft funnel of the battleship in which the funnel was recognizable in a white hot condition. The column of fire was visible for about one minute."

"Simultaneously there was a strong outburst of steam from a boiler. After the first disappearance of the smoke the vessel, without funnels or masts, was visible, while the full silhouette of the neighboring vessels was distinguishable."

The commander of the submarine had the impression that apart from heavy damage to the boilers the torpedo had caused a great conflagration of oil. These appearances were observed by all of the officers, so that the English battleship was at least heavily damaged by the attack of the German submarine."

German Ship and Ore Captured.

STOCKHOLM, Aug. 23.—The capture of the German steamer Desidero, of 2,513 tons gross, with a cargo of iron ore of Hernand, Sweden, on the Gulf of Bothnia, is officially announced. She was taken into Raumo, Finland.

The whaler and his friend were noticed invading the harbor up the channel within a quarter mile of the shore, spouting a series of whistles. When they reached the mouth of the Hook they turned and put out sea.

BERLIN SUMS UP NAVY LOSSES.

Says British-French Have Lost 73 Big Ships: Germans 25.

BERLIN, via London, Aug. 23.—The German Admiralty to-day issued a statement asserting that the losses of the British and French navies in line of battle ships and cruisers to August 1 comprised seventy-two vessels, with a total displacement of 494,000 tons. The German losses in the same classes during the same period were twenty-five warships, with a total displacement of 42,687 tons. It was stated that the list of British and French warships included only those losses which had been definitely established.

BOSTON MAN RED CROSS HEAD.

Elliot Wadsworth to Conduct American Work at Washington.

MONTREAL, Aug. 23.—Elliot Wadsworth, a Boston lawyer, was elected vice-chairman and executive head in Washington, D. C., of the American Red Cross, at a special meeting of the executive committee to-day.

It was announced that he would move to Washington in order to give his entire time to the work after September 1. The position carries no compensation.

GERMANS ROUTED IN 2 SOMME ATTACKS

British, After Stubborn Fighting, Take 200 Yard Trench West of Thiepval.

LONDON, Aug. 23.—After the most stubborn kind of fighting all day the British made progress in the task of cleaning out the strong German positions west of Thiepval, close to the town, at the northern end of the Somme battle line. The British last evening gained 200 yards of a German trench there.

During the day the Germans made two desperate attempts to take the positions from which the British made their charge later. These positions the British have held for only a short time. The first German wave reached the enemy trench and a few Germans got in and tried to hold it. The British came upon them down the trench from both sides, however, and drove them out. The second attack was stopped by a withering British fire before the Germans got near the trench.

At the other extremity of the Somme front, south of Estrees and west of 800 yards, which the French captured on Tuesday, the German counter attacks were more successful. They gained a foothold in their lost trenches at several points, and captured three officers and 143 men, according to the official statement telegraphed here from Berlin.

These successes were gained after the Germans had kept the whole French front on the Somme under a steady fire all day to prepare the way for their infantry.

All the official statements mention great gains on the German side, and along practically the entire Somme front, and it is believed more forward moves are planned for to-morrow. The French made another advance in the Verdun region, where now they are the assailants, and took 200 prisoners. The attack was made upon German positions between Fleury and the Thiaucourt Works, where the French have driven back the Germans recently. It resulted in an appreciable advance for the French.

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WHALES ENTER N. Y. HARBOR

Sandy Hook All Excited, Mistaken Them for Submarines.

The submarine Bremen might have been reported as entering the harbor today if the sea rover mistaken for a whale. When the observers at the Hook had their eyes properly trained on the whale seen to be convulsed and another levitation. They were of a humped variety and fully 40 feet long, the observers said—but it may have been excited.

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Boys' Clean-up Day!

Wash suits and odds and ends.

900 boys' wash suits. Sizes 2 1/4 to 8; Sailors, Russians, Vesteas and Junior Norfolk. Were \$1.75 to \$4.50. \$1.15.

214 boys' wool suits, with a few velvet novelties. Sizes 2 1/4 to 10. Were \$7.50 and more. \$3.50.

270 boys' low shoes. Sizes 9 to 13 1/2; 1 to 5 1/2. Majority were \$4.00. 95c.

693 boys' blouses and smocks. Were \$1.00 and \$1.50. 35c.

Boys' \$1.00 and \$1.25 underwear at 35c—small boys' \$2.50 straws at 35c—\$3.00 swimming suits at 95c—are other items at funny prices.